



INTERNATIONAL
TRADE
ADMINISTRATION

Trends in U.S. Vehicle Exports

July 2013

U.S. Department of Commerce

Office of Transportation and Machinery

Trends in U.S. Vehicle Exports

NEI Summary

During the 2010 State of the Union address, President Obama announced that agencies across the federal government would work together under the National Export Initiative (NEI) to create jobs by expanding exports. The objective of the NEI is to double exports by the end of 2014 – an increase that will support two million additional jobs in the United States. Given that the automotive industry is the largest manufactured goods export sector, the success of U.S. automotive industry (vehicles and parts) in increasing their exports is critical to the success of the NEI.

Several factors, such as high productivity and a favorable investment climate, currently make the United States a logical export base for vehicle manufacturers which can help contribute toward achieving the goals of the NEI. In addition, in June 2011, the President established the SelectUSA Initiative to attract and retain business investment in the United States economy in order to create jobs, spur economic growth, and promote American competitiveness. The success of these goals is evidenced by the fact that automakers have announced approximately \$30 billion in investments in the United States since 2010¹. Business investment by both domestic and foreign firms leads to economic growth by impacting U.S. jobs and exports. Creating a favorable investment climate will encourage U.S. production by foreign automakers, who, in addition to the Detroit 3, contribute to U.S. employment and to U.S. exports, both directly and indirectly.

The automotive industry has traditionally been one of the largest employers in the United States, and, therefore, the industry's recovery has been a great contributor to increases in employment and the overall U.S. economic recovery. The U.S. motor vehicle and parts manufacturing industry directly employed 786,000 workers at the end 2012². That is almost a 5 percent increase from the beginning of the year when employment was 749,000 (employment was at 702,300 at the beginning of 2011). In January 2010, when the NEI was announced, employment in the sector was down to 665,400. As the data and examples below demonstrate, it appears the industry foresees continued growth in employment and U.S. vehicle exports. The previously cited Center for Automotive Research study estimates, "that from 2011 to 2016 employment will increase by slightly more than a third, with a compound average growth rate of 6.1 percent" with total employment of 800,000 by 2016.

¹ "Economic Contribution of the Ford Motor Company Michigan Assembly Plant to the Michigan Economy."

Prepared by Center for Automotive Research, March 2013.

<http://www.cargroup.org/?module=Publications&event=View&pubID=99>

² Cited employment numbers are from the Bureau of Labor Statistics:

http://www.bls.gov/iag/tgs/iagauto.htm#emp_national

Trade Trends

In 2012, the top five export markets for light vehicles (by units) assembled in the United States were: Canada, Mexico, Germany, Saudi Arabia, and China (see Table 1 for a list of the top 25)³. U.S. exports to each of these markets increased in 2012 in comparison to 2011. While exports to Canada increased a modest 2 percent to 748,094 units, the remaining destinations all had double digit increases. Exports to Mexico increased 13 percent, exports to Germany increased 15 percent, exports to China increased 22 percent, and exports to Saudi Arabia increased 28 percent. Exports to non-NAFTA countries have nearly tripled since 2009, rising from 375,676 units to 1,006,112 units in 2012. Exports to Canada and Mexico were 48 percent of U.S. total light vehicle exports. As recently as 2009, Canada and Mexico accounted for 64 percent of U.S. vehicle exports.

When looking at U.S. exports of light vehicles in terms of dollar value, the NEI goal of doubling exports has already been achieved (see Table 2 for a list of the top 25 markets in terms of value). In 2009, U.S. light vehicle exports were valued at \$25.4 billion dollars, while by 2012 it had increased to over \$51 billion. The top 5 markets were all the same in terms of dollar value as they were for units, albeit in different order. Since 2009, the value of light vehicle exports to Canada has increased 48 percent to \$18.7 billion, followed by Germany (34% increase to \$5.8 billion), China (553% increase to \$4.9 billion), Saudi Arabia (246% increase to \$4.8 billion), and Mexico (82% increase to \$3.6 billion). While Mexico purchases a higher number of vehicles from the United States, the reason it slips to 5th place in terms of value is consumers in Mexico appear to buy more economy models whereas consumers in Germany, China, and Saudi Arabia likely are buying more expensive luxury models and SUVs.

Both China and Saudi Arabia illustrate the dramatic growth in U.S. light vehicle exports over the last decade. These two countries are dramatically different in terms of market size and unique preferences, yet they both have a strong and growing demand for U.S. vehicles. This helps demonstrate the worldwide demand across diverse markets and provides a likely indicator of success in the future in other wide-ranging markets for U.S. vehicles. In 2011, U.S. exports to China were nearly five times higher (136,227) than they were in 2009 when the United States exported 28,754 vehicles to China, and in 2012 exports grew an additional 22 percent to 166,540 units. This has been a rapid ascent for manufacturers in the United States given that exports to China were less than 1,000 units as recently as 2003. While many international automakers established plants in China to help meet the demands of this large and growing market (the largest in the world), it is clear from these trends that there remains an interest in U.S.-made vehicles in China.

³ All trade statistics are gathered from the U.S. Department of Commerce, Bureau of the Census, Foreign Trade Division as of June 26, 2013. U.S. export statistics are aggregate and do not break out by make or model. For additional automotive trade data, please visit the Office of Transportation and Machinery webpage at: http://trade.gov/mas/manufacturing/OAAI/tg_oaai_003649.asp

While less dramatic in overall size, the Saudi Arabia market, which currently has no indigenous auto production, has proven to be a strong market for vehicles built in the United States. The United States exported over 130,000 vehicles to Saudi Arabia in 2011 which increased again to over 167,000 units in 2012. Saudi Arabia is the second largest market for American sport utility vehicles (SUV's), behind only the domestic market⁴. U.S. vehicle exports to the Gulf Cooperation Council (GCC) region totaled 318,511 units, or nearly 17 percent of all U.S. vehicle exports⁵. In terms of value, light vehicle exports to the GCC have more than tripled since 2009 from \$2.7 billion in 2009 to over \$8.7 billion in 2012.

Given the favorable factors that make the United States an attractive base to manufacture, sell and export vehicles, a number of automakers have either made recent investments in the United States or have announced plans to invest in the coming years. These investments range from the Detroit 3 expanding their U.S. operations, to others expanding or building new plants in the United States for new products to be exported to the world, to manufacturers, such as Ford, insourcing manufacturing jobs from Mexico back to the United States.

Detroit 3

According to the American Automotive Policy Council, Chrysler, Ford and GM, together, exported more than 800,000 vehicles produced in the United States in 2011. Last year, the Detroit 3 together exported about one million vehicles produced in the United States.

Chrysler

Chrysler is currently investing \$500 million in its Toledo, Ohio plant to expand Jeep production for the U.S. and overseas markets. Jeep wants to sell 800,000 vehicles worldwide by 2014 and its U.S. production has nearly tripled since 2009. As part of this investment, the factory will add about 1,100 jobs. Part of this effort is devoted to a new Jeep Liberty SUV that would be exported to overseas markets. In 2012, Jeep global sales increased 19 percent, with growth in each major region. Sales in the Asia-Pacific region rose 94 percent; sales in Europe rose 29 percent; sales in Latin America rose 18 percent; and sales in China rose 107 percent. Chrysler is also planning to build and export a new Maserati Kubang SUV at Chrysler's Jefferson North plant in Detroit. Production is expected to begin in 2013 and Chrysler is aiming for 20,000 global annual sales of the Kubang.

Ford

Ford is taking advantage of the ratification of the Korea-U.S. Free Trade Agreement (KORUS FTA) by increasing annual sales in Korea from 4,184 units in 2011 to around 6,000 in 2012. Under the provisions of the KORUS FTA, manufacturers such as Ford are allowed to sell up to 25,000 units in Korea that meet U.S. standards rather than Korean standards. Therefore, there is an opportunity for Ford and other U.S.-based automakers to increase their exports in future

⁴ <http://www.thetruthaboutcars.com/2011/07/best-selling-cars-around-the-globe-saudi-arabia-and-america-like-the-same-cars/>

⁵ GCC countries are Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and the United Arab Emirates.

years. Ford is looking to increase its 4 percent share of the Korean market and is also expanding the number of products available in Korea. Ford will launch its hybrid offering in Korea, the Fusion Hybrid, and its first diesel offering in Korea, the Focus Diesel. In addition, Ford will be offering EcoBoost versions of the Explorer, Taurus, Escape, Fusion, and the new Escape.

For years, the Port of Portland has been the largest importer of Asia-made vehicles on the West Coast. In a deal announced in early 2012, the port now exports cars built in the United States to overseas markets. Ford began exporting the Fusion Hybrid to Korea and is looking to eventually export as many as 10,000 units per year to Korea. While the initial shipment arrived in Portland carrying Hyundai vehicles, it returned in January carrying Ford vehicles.

Ford's Explorer SUV is a popular model throughout the world. Ford exports Explorers from the United States to 64 countries. Ford says that in 2012 exports increased nearly 65 percent from 2011 to more than 24,000 units.

Between 2010 and 2012, Ford announced almost \$9 billion in investments in the United States and Canada, including \$1.1 billion at its Claycomo Plant in Kansas City and \$771 at its Michigan Assembly Plant in Wayne. Approximately 5,000 people are employed at the Michigan Assembly Plant. Ford says that is committed to investing \$6.2 billion in U.S. plants by 2015. Its investments in Michigan alone will create 2,350 new hourly jobs while also retaining an additional 3,240 hourly jobs. Ford plans to hire 2,200 salaried employees in 2013 in areas such as Product Development, Manufacturing and IT. This follows Ford's aggressive hiring in 2012 when it created more than 8,100 salaried and hourly jobs.

General Motors

GM, which manufactures in 30 countries, sold a total of 9,025,942 vehicles globally in 2011 and improved its market share to 11.9 percent. Sales that year were up in North America, South America, the Middle East and Europe. Its sales in China, GM's largest market, were up 8.3 percent in 2011 from 2010, with over 2.5 million vehicles sold. In 2012, GM exported 257,906 vehicles from the United States, with Canada being its largest export market. GM exported over 123,000 vehicles in 2012 to Canada. GM's second largest export market was Saudi Arabia, where it exported 69,523 units in 2012. Other notable markets for GM exports for 2012 were Kuwait (13,005), Mexico (11,611), Belgium (11,400), Qatar (5,926), Germany (4,063), and China (3,727).

Press reports state that approximately 50,000 Cadillac's were exported from the United States to 37 countries in 2011. China is the brand's largest overseas market, accounting for more than half of Cadillac's overseas sales. Currently, GM exports Cadillac's CTS, Escalade and SRX models, and there are plans to export the new ATS and XTS sedans in 2012. GM hopes to boost exports to China by 70 percent in 2013 to keep up with demand.

In early 2012, the automaker commenced exporting its extended range electric vehicle Chevrolet Volt/Opel Ampera to Europe, where it received European Car of the Year honors. The vehicle is produced in Hamtramck, Michigan. GM is hoping the high gasoline prices in Europe will lead to strong demand. The automaker also began exporting the Volt to China in 2012, where it is sold

through 13 dealerships in eight major cities. GM is also exporting the Volt to Canada, with future plans to export to Australia.

Production of the new Cadillac ELR, an extended-range electric vehicle, is also expected to begin in late 2013 at the Hamtramck plant. Bob Ferguson, vice president, Global Cadillac, stated at the 2013 North American International Auto Show that in addition to the U.S. market, the ELR would be exported to the largest global luxury markets, including China and Europe.

Japanese-Based Manufacturers

The United States is re-emerging as a competitive market to manufacture vehicles for both domestic sales and for export throughout the world. Japanese-based manufacturers all have plans to increase their U.S. exports. According to the Japan Automobile Manufacturers Association, in 2010, U.S. car exports from U.S. auto plants of Japanese-based firms equaled 145,236 units, up from 94,162 in 2009. U.S. truck exports from Japanese-based company plants in the United States totaled 146,454 units, up from 76,399 in 2009.

Honda

According to the Detroit News, Honda exports Acura and Honda SUV's and other large vehicles to Russia and other countries with tastes similar to American consumers. Honda increased U.S. exports of 36,000 vehicles in 2010 to over 48,000 vehicles in 2011. Mexico is the largest export market for U.S.-made Honda products (18,058 units in 2011), followed by Latin America/Caribbean (4,887 units) and then the Middle East (16,532).

Honda is also looking to increase exports from the United States. Honda CEO Takanobu Ito told *Automotive News*, "We are asking the U.S. to take on a lot of our productions, and exports, as well. Already, they have been doing some exports to the Middle East, but we are asking them to do more exports around the world."

In 2012, twenty-five years after the first U.S.-made Honda was exported, the company exported the 1 millionth automobile from the United States – a 2013 Honda Accord destined for South Korea, where the company began sales of U.S. made vehicles. Honda states that within two years it expects to become a net exporter from North America – exporting more U.S. built vehicles than it imports from Japan. In addition, the company expected to export roughly 100,000 U.S.-built vehicles in 2012. In October 2011, Honda announced a second shift at its plant in Greensburg, Indiana. This second shift doubled its workforce to 2,000 people and increased the plants' production to its full 200,000-unit capacity. The Honda Manufacturing Indiana, LLC (HMIN) began operations in 2008 with the Civic Sedans, and, in 2009, it began producing the Civic Sedans for export to Mexico and 22 Latin American and Caribbean nations and U.S. territories.

Mitsubishi

Mitsubishi announced plans to double production at its Illinois factory to 70,000 vehicles per year. The plant currently produces the Galant, which is being discontinued. Once it is discontinued, the plant will begin production of the Outlander Sport. Mitsubishi aims to begin

exporting the Outlander to markets ranging from Latin America to Russia beginning this summer.

Nissan

In 2012, Nissan production in the United States increased 14.6 percent to 644,695 units. In March 2012, Nissan released its new luxury Infiniti JX for export throughout the world. The Infiniti JX is assembled at Nissan's Smyrna, Tennessee plant. It is the first Infiniti built at the plant and is also the first luxury vehicle built in Tennessee. In its first year, the JX was the Infiniti's second highest volume product after the G with over 21,000 units sold in the United States. Nissan has said it will add up to 1,000 new jobs and add a second shift at the Smyrna plant in order to assemble the JX. Nissan also plans to release a hybrid version of the JX crossover in the summer of 2013 as a 2014 model.

Toyota

Toyota has nine models that are built in the United States and exported to 23 countries (Camry, Sienna, Sequoia, Highlander, Venza, Avalon, Tacoma, Tundra, and Corolla). Toyota is planning to increase production at its U.S. plants in order to increase exports. According to Jim Lentz, Chief Executive Officer of Toyota North America Region, Toyota's exports increased 45 percent last year and it plans to export even more in 2013. U.S.-assembled Toyota's topped 124,000 in 2012. Toyota is planning to use North America as an export base, shipping worldwide to countries ranging from Saudi Arabia to South Korea. Toyota exported 16,700 vehicles from the United States in 2010.

Toyota began exporting the Indiana-made Sienna minivan to South Korea in 2011, and it plans to export as many as 6,000 Camry's from its Kentucky plant to South Korea as a result of the KORUS FTA. In late 2012, Toyota announced that it was exporting the U.S.-assembled Venza crossover to Korea and projects to initially export 600 units annually. In February 2013, Toyota announced its plans to begin exporting U.S.-assembled Venzas to Russia and the Ukraine in 2013, with the goal of exporting 5,000 Venzas during the first year. The vehicles are built at Toyota's Georgetown plant, which employs about 6,600 people.

In November 2011, Toyota opened Toyota Motor Manufacturing, Mississippi (TMMMS), an \$800 million plant that assembles the Corolla. Toyota estimates that the plant will employ 2,000 individuals. In late 2011, Toyota Motor Corp. President Akio Toyoda stated that it is possible in the future that Corollas manufactured at TMMMS could be exported to countries that have a free-trade agreement with the United States, such as Korea.

Toyota is also planning to increase production of the Highlander SUV by 50,000 units at its Indiana plant in late 2013 for both the U.S. and global market. At the Chicago Auto Show in February 2012, Yoshimi Inaba, President & COO for Toyota Motor North America, announced that Toyota would be investing \$400 million in its Princeton, Indiana plant to accommodate the increased production. The Highlander will no longer be built in Japan by late 2013, and markets for the U.S.-assembled vehicle will include Russia and Australia. This is in addition to the Sequoia and the Sienna that are already built at the plant. Inaba stated that this investment will create 400 jobs at the factory.

European-Based Manufacturers

BMW

BMW has been using its Spartanburg, South Carolina plant as a base for exports since the mid-1990s. The plant is the sole location for exclusive production of its X-3, X-5 and X-6 models. BMW exported approximately 50 percent of the vehicles it built at this plant for many years. However, in recent years, exports of vehicles from the Spartanburg plant have grown to 70 percent or more, and vehicles are exported from this plant to over 130 countries.

BMW announced in January 2012 that it is investing \$900 million over the next three years to expand its South Carolina plant. With these new investments, production will rise to 300,000 units by the end of 2012 and up to 350,000 units by 2014. The company also plans to add 300 U.S. jobs. The company currently employs 7,000 at its facility in South Carolina.

In early 2012, BMW announced that over 192,000 vehicles were exported from its South Carolina plant and the export value of its passenger vehicles through the Port of Charleston in 2011 was \$7.4 billion. Between 1993 and December 2012, BMW has exported 1,545,992 vehicles from its South Carolina plant. In 2011, the plant produced 276,065 vehicles, a 73 percent increase versus 2010. In 2012, production increased 9 percent to 301,519 vehicles. Frank-Peter Arndt, BMW Group Board Member, has stated that the new BMW X4 will be manufactured at the Spartanburg plant.

Mercedes-Benz

Mercedes-Benz has a manufacturing plant in Birmingham, Alabama, that produces the M-Class, R-Class, and GL-Class vehicles for 135 worldwide export markets. The facility employs 3,000 people. In 2010, 125,000 vehicles were assembled at the plant, and 52 percent of these vehicles were exported outside the United States, Canada, and Mexico. Other top markets for the vehicles include Germany, China, and the United Kingdom.

In January 2012, *Manager Magazine* reported that Daimler plans to build a new Mercedes plant in either the United States or Mexico. The new plant will be operational by either 2017 or 2018 and will build the new A-class model. The new plant is part of Mercedes' goal to beat its rivals BMW and Audi to become the largest manufacturer of luxury vehicles.

Volkswagen

Volkswagen invested \$1 billion in its assembly plant in Chattanooga, Tennessee, which began production in 2011. The plant assembles the Passat, which is currently being exported to Mexico and Canada. From the time the plant began production in May 2011 through March 9, 2012, the company exported 2,540 vehicles to Mexico and 3,015 vehicles to Canada. The Passat made its debut at the Qatar Motor Show in early 2012 where Volkswagen announced plans to export the U.S.-built vehicle to the Middle East. Volkswagen also has plans to export between 4,000-5,000 units of the Chattanooga-made Passat to South Korea per year to take advantage of implementation of the KORUS FTA.

Korean-Based Manufacturers

Hyundai

Hyundai of America President John Krafcik has said the company would like to export more from Hyundai's Montgomery, Alabama plant, but the plant manufactured about 330,000 units in 2011 to meet strong demand in the United States and North America. While Hyundai may not currently be able to use the United States as an export hub to the extent it would like, the company still managed to export 75,169 vehicles to Canada from its U.S. plant in 2012, up from 49,511 vehicles in 2011.

Conclusion

While the majority of automakers tend to "build where they sell," there obviously are opportunities across the globe to export U.S.-made vehicles. As mentioned earlier, the goal of the NEI is to double the value of 2009 exports within five years in order to support U.S. jobs. A look at the export data shows that the auto sector is well on its way to achieving this goal. In 2009, 1,065,518 new light-vehicles were exported from the United States. Exports grew to 1,482,774 units in 2010, 1,694,792 units in 2011, and 1,927,353 units in 2012. Therefore, in only three years vehicle exports have grown over 80 percent, which leaves two years to reach the remaining 20 percent goal of doubling exports. In terms of the value of exports, U.S. vehicle exports were \$25 billion in 2009. By 2012, the value in U.S. vehicle exports had doubled to over \$51 billion. In addition, a rise in U.S. vehicle exports inevitably has a positive impact on U.S. auto parts exports, specifically aftermarket parts. Total U.S. auto parts exports (no distinction is made between original equipment and aftermarket parts in the statistics) grew from \$42.8 billion in 2009 to \$74.8 billion in 2012 (see Table 3 for top markets). These trends illustrate that the U.S. automotive industry is on track to make a significant contribution to the success of the NEI. In addition, the United States is engaged in negotiations over new trade agreements such as the Transatlantic Trade and Investment Partnership (TTIP) with the European Union and the Trans-Pacific Partnership (TPP). As the U.S. goal of these agreements is to promote U.S. international competitiveness, jobs, and growth, there could be additional opportunities for the U.S. automotive industry to continue its growth in exports going forward.

**Table 1: Top Markets for U.S. Exports of
New Passenger Vehicles & Light Trucks
(Numbers represent actual number of units)**

Country	2009	2010	2011	2012
Canada	577,762	720,428	736,942	748,094
Mexico	112,080	140,464	153,899	173,146
Germany	113,676	99,414	149,841	172,145
Saudi Arabia	55,363	114,694	131,207	167,533
China	28,754	100,033	136,227	166,540
United Arab Emirates	21,386	39,594	46,379	71,088
United Kingdom	13,053	22,019	35,630	36,732
Kuwait	17,757	30,604	34,121	36,472
Australia	9,334	16,736	25,565	34,902
Russia	580	3,429	9,420	22,891
Korea	5,886	13,581	14,518	22,613
Japan	6,408	7,555	14,018	20,413
Chile	7,276	16,860	18,857	19,183
Qatar	5,073	8,368	9,318	17,121
Oman	3,704	7,823	9,829	16,220
Brazil	2,709	10,203	14,170	12,367
Mongolia	52	89	1,257	11,681
Republic of South Africa	3,990	7,554	9,723	11,037
Nigeria	6,076	6,146	8,941	10,955
Bahrain	4,055	5,392	4,816	10,077
Italy	3,981	4,065	13,057	9,657
Colombia	3,149	5,487	5,754	8,565
Switzerland	986	1,686	4,132	5,325
France	1,032	2,105	4,812	5,239
Ecuador	4,017	8,315	4,355	5,173
Rest of World	57,379	90,130	98,004	112,183
World	1,065,518	1,482,774	1,694,792	1,927,352

Source: United States Department of Commerce, Bureau of the Census, Foreign Trade Division as of June 26, 2013.
The following Schedule B codes were used to determine vehicle exports: 8703220000, 8703230020, 8703230060, 8703230075, 8703240050, 8703240060, 8703240075, 8703310000, 8703320010, 8703330045, 8703330060, 8703900000, 8704210000, 8704310020, 8704310040.

**Table 2: Top Markets for U.S. Exports of
New Passenger Vehicles & Light Trucks
(By Value in Millions of Dollars)**

Country	2009	2010	2011	2012
Canada	12,652	16,996	17,903	18,776
Germany	4,360	3,634	5,122	5,858
China	755	2,921	4,306	4,928
Saudi Arabia	1,397	2,939	3,490	4,838
Mexico	1,988	2,843	3,174	3,607
United Arab Emirates	551	1,045	1,187	1,818
United Kingdom	478	803	1,177	1,221
Australia	271	471	728	1,081
Kuwait	424	707	787	929
Russia	13	16	299	648
Korea	116	313	366	570
Japan	171	195	336	504
Qatar	132	239	253	488
Chile	144	360	439	441
Oman	97	196	254	430
Brazil	81	229	354	291
Republic of South Africa	101	191	241	283
Italy	92	92	353	262
Bahrain	100	127	120	257
Mongolia	1	3	30	257
Nigeria	108	104	160	206
Colombia	67	112	136	197
Switzerland	23	45	115	171
France	25	48	130	150
Venezuela	24	27	23	142
Rest of the World	1,241	2,119	2,269	2,718
World	25,412	36,775	43,752	51,071

Source: United States Department of Commerce, Bureau of the Census, Foreign Trade Division as of June 28, 2013.
The following Schedule B codes were used to determine vehicle exports: 8703220000, 8703230020, 8703230060, 8703230075, 8703240050, 8703240060, 8703240075, 8703310000, 8703320010, 8703330045, 8703330060, 8703900000, 8704210000, 8704310020, 8704310040.

**Table 3: Top Markets for U.S. Exports of Automotive Parts
(By Value in Millions of Dollars)**

Country	2009	2010	2011	2012
Canada	19,552	25,897	28,417	31,831
Mexico	12,089	17,456	21,444	24,341
Australia	687	1,085	1,388	1,935
Germany	1,245	1,551	1,705	1,636
China	939	1,286	1,537	1,591
Japan	835	1,310	1,436	1,485
United Kingdom	597	922	1,114	1,063
Brazil	554	941	1,075	1,017
Venezuela	673	654	787	970
Korea	303	491	804	706
Chile	289	409	508	565
Belgium	318	448	550	519
United Arab Emirates	247	306	393	500
France	461	586	512	468
Singapore	254	347	423	434
Republic of South Africa	183	256	346	355
Thailand	88	127	167	327
India	133	214	280	308
Russia	53	95	261	288
Saudi Arabia	274	273	291	288
Colombia	161	225	270	288
Hong Kong	122	147	249	277
Italy	140	193	247	267
Netherlands	202	232	280	229
Peru	97	115	157	210
Rest of the World	2,365	2,779	3,114	3,095
World	42,861	58,345	67,755	74,993

Source: United States Department of Commerce, Bureau of the Census, Foreign Trade Division as of June 26, 2013.
The list of Schedule B codes used to determine auto parts exports can be found here:
http://trade.gov/mas/manufacturing/OAAI/build/groups/public/@tg_oaai/documents/webcontent/tg_oaai_003771.pdf

**Table 4: Top 10 Light Vehicle
Exporting Countries (By Value in Millions of Dollars)**

Germany	151,096
Japan	99,952
United States	60,962
Canada	46,917
Korea	43,550
Mexico	39,774
United Kingdom	35,022
Spain	28,813
Belgium	28,066
France	21,334

Source: United States Department of Commerce, Bureau of the Census, Foreign Trade Division as of June 21, 2013.
HS Codes: 870322, 870323, 870324, 870331, 870332, 870333, 870390, 870421, 870431